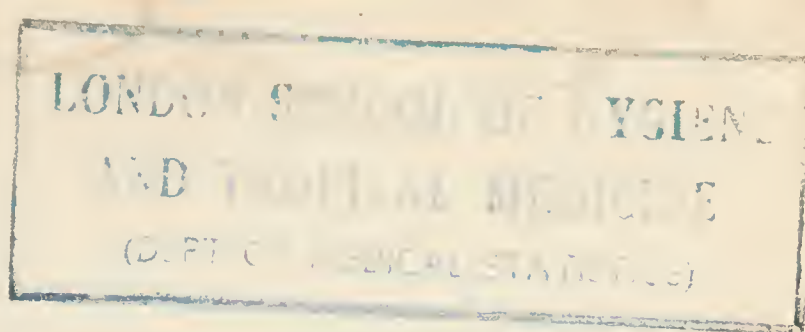


AC 4488 (2)



PORT OF LIVERPOOL



ANNUAL REPORT

OF THE


MEDICAL OFFICER OF HEALTH

TO THE

PORT HEALTH AUTHORITY

FOR THE YEAR

1947



Digitized by the Internet Archive
in 2017 with funding from
Wellcome Library

<https://archive.org/details/b29993878>

PORT HEALTH AUTHORITY OF LIVERPOOL.

REPORT FOR THE YEAR 1947.

BY THE
MEDICAL OFFICER OF HEALTH.

This is the 75th Annual Report on the work of the Liverpool Port Health Authority.

During the years 1939-1945 the reports were curtailed for security reasons in order to comply with the Ministry of Health's Circular No. 1937, dated 11th January, 1940. Only certain statistical tables were given and reports were not published. In the present report a short account is given of some of the more outstanding events which were dealt with by the officers of the Authority.

SOURCE OF WATER SUPPLY.

The water used in the docks on the Liverpool side of the River Mersey is supplied by the Liverpool Corporation. Vessels in dock are supplied from hydrants from the same source, and vessels in docks on the Birkenhead side of the River Mersey are supplied with water by the Birkenhead Corporation and the Wallasey Corporation.

There are no water boats in use in the Port of Liverpool, all water being drawn from hydrants on the quayside.

PORT HEALTH REGULATIONS, 1933 AND 1945.

Arrangements for Dealing with Declarations of Health.

During the year, Declarations of Health were standardized throughout all ports in the country, and the new form has been adopted by the Liverpool Port Health Authority. The local instructions to pilots and masters on page 4 have been amended and brought up to date, as follows:—

Instructions to Pilots and Masters.

The Master of a foreign-going ship approaching a port in England or Wales from a foreign port must ascertain the state of health of all persons on board and fill in and sign a Declaration of Health in the prescribed form.

1. If the answer to any of the questions on page 1 is "Yes," or if the ship has called during the previous six weeks at any of the following ports:—

SINGAPORE	ALEXANDRIA	<i>All Ports in :—</i>	<i>All Ports in :—</i>
RANGOON	TRIPOLI (LIBYA)	JAVA	PERU
COLOMBO	LAGOS	INDIA	RIVER PLATE
DAR es SALAAM	GUAYAQUIL	MADAGASCAR	LATVIA
SUEZ	KONIGSBERG	GREECE	ESTONIA
PORT SAID		ITALY	and
HAIFA	<i>All Ports in :—</i>	ALGERIA	LITHUANIA.
BEYROUT	CHINA	MOROCCO	

free pratique will not be granted by His Majesty's Customs until the vessel has been visited by the Port Medical Officer.

2. The Pilot should therefore instruct the Master to:—

(i) Send a wireless message to "PORTELTH, LIVERPOOL," stating the name of his vessel, expected time* of arrival in the river, whether for Liverpool (north or south), Birkenhead, Bromborough, Garston or Manchester. This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the vessel. (If wireless is not carried, the Port Health Authority must be notified of the arrival of the vessel as soon as possible).

(ii) By day, before reaching the Bar Lightship, hoist the flag signal "L.I.M." meaning Port Medical Officer required;

By night, before reaching the Bar Lightship, show a signal comprising a red light over a white light, the lights being not more than six feet apart. The signal should be shown at the peak or other conspicuous place where it can best be seen.

Day and night signals must not be taken down until the vessel has been cleared by the Port Medical Officer.

(iii) Have the crew mustered ready for inspection by the Port Medical Officer as soon as he boards the vessel.

Note.—The strict observance of the directions will greatly facilitate the clearance of vessels.

3. If the answers to all the questions on page 1 are "No," and the vessel has not called during the previous six weeks at any of the above-mentioned infected ports, the Master need not communicate with the Port Health Authority unless instructed to do so by a Customs Officer.

4. Where a foreign-going ship comes to a port in the United Kingdom from a foreign port and makes a Declaration of Health, and thereafter within six weeks calls at another port or ports in England or Wales in completion of its voyage, the Master shall report on arrival to the Customs Officer or Officer of the Port Health Authority, whichever first boards the ship, every case of illness (being a case which, if he were making a Declaration of Health, he would be required to include in the Declaration) which has occurred on the ship since the making of the Declaration and has not already been reported.

5. This Declaration of Health must be completed and ready to deliver to the Officer of H.M. Customs, or Officer of the Port Health Authority, whichever shall first board the vessel: the Officer receiving it shall forward it to the Port Health Authority.

6. Article 16 (i) of the Port Sanitary Regulations, 1933, states:—"Where a ship arrives from a foreign port no person other than a Pilot, a Customs Officer, an Immigration Officer, or a person acting in the execution of these Regulations shall, without the permission of the Medical Officer or other Authorised Officer of the Port Health Authority, board or leave the ship until it is free from control under these Regulations, and the Master shall take all steps necessary to secure compliance with this provision."

7. The maximum penalty for breach of the Port Health Regulations, 1933 and 1945, is £100, and in the case of a continued offence, a further penalty not exceeding £50 for every day during which the offence continues.

Liverpool Port Health Authority,
Prince's Pier Head, 3.
Telephone 'CENTRAL 0831/2.

W. M. FRAZER,
Medical Officer of Health.
Port of Liverpool.

* Name of ship as one word.

Time on 24-hour clock.

The routine for carrying out the measures of the Port Health Regulations, 1933 and 1945, were fully detailed in the Annual Report for the year 1938; these remain the same and consequently are omitted.

INFECTED AIRPORTS.

The following list of infected airports was compiled during 1947:—

Liverpool Port Health Authority.

LIST OF

INFECTED AIRPORTS.

ALL JAPANESE AIRPORTS.

SHANGHAI.

SAIGON.

BANGKOK.

RANGOON.

ALL INDIAN AIRPORTS.

HAIFA.

ALEXANDRIA.

TRIPOLI.

SANTIAGO.

VALPARAISO.

21st July, 1947.

Amount of Shipping Entering the Port during the Year 1947.

CLASS OF VESSELS	Number	Tonnage	Number Inspected		Number reported to be defective	Number of vessels on which defects were remedied	Number of Vessels on which defects found and reported to Ministry of Transport Surveyors	Number of Vessels reported as having, or having had, during the voyage, infectious disease on board
			By the Medical Officer	By the Sanitary Inspector				
SAILING FOREIGN—	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Steamers ...	2,506	6,494,071	828	2,578	502	473	—	149
Motor ...	770	1,918,870		689	86	80	—	
Sailing ...	—	—		1	—	—	—	
Fishing ...	No record							
TOTAL FOREIGN...	3,276	8,412,941	828	3,268	588	553	—	149
SAILING COASTWISE—								
Steamers ...	5,061	2,300,789	—	151	24	19	—	4
Motor ...	855	671,648		83	4	3	—	
Sailing ...	—	—		2	1	1	—	
Fishing ...	No record							
TOTAL COASTWISE	5,916	2,972,437	—	236	29	23	—	4
TOTAL FOREIGN AND COASTWISE	9,192	11,385,378	828	3,504	617	576	—	153

Figures in columns 1 and 2 supplied by H.M. Collector of Customs for this Port.

Character of Trade of Port.

The Port of Liverpool trades with all parts of the world, and almost every conceivable kind of cargo is carried by ships arriving in the Mersey.

Paesenger Traffic during 1947.

No. of Passengers ...	1st Class.	2nd Class.	3rd Class.	Tourist Class.	Transmigrants.
Inwards ...	12,824	15,352	342	3,007	667
Outwards ...	12,328	18,969	286	5,123	185

TYPHOID FEVER.

The s.s. "Clan Urquhart," 5,607 net tons, arrived from Australia on 29th March, 1947, and was boarded in the river by the Assistant Port Medical Officer. The Master reported two cases of fever of unknown origin—

(1) A Cadet, aged 20 years—onset 25th March, 1947.

(2) An Engineer, aged 22 years—onset 27th March, 1947.

Both cases were removed to Fazakerley City Hospital for observation, and were subsequently diagnosed, on 3rd April, 1947, as Typhoid Fever.

DETAILS OF VOYAGE.

Left Sydney	13.1.47.	Arrived Brisbane	14.1.47.
,, Brisbane	30.1.47.	,, Sydney	2.2.47.
,, Sydney	15.2.47.	,, Fremantle	21.2.47.
,, Fremantle	3.3.47.	,, Aden	16.3.47.
,, Aden	16.3.47.	,, Suez	19.3.47.
,, Suez	19.3.47.	,, Port Said.	19.3.47.
,, Port Said	19.3.47.	,, Liverpool	29.3.47.

During the voyage from Australia to Liverpool no member of the crew went ashore at any of the ports of call.

PRECAUTIONARY MEASURES AT LIVERPOOL.

(1) Samples of drinking water were submitted to the City Bacteriologist. No organisms of the Typhoid Group were found.

(2) Samples of blood and faeces from all the Native food handlers were submitted to the City Bacteriologist for examination. All proved to be negative.

(3) A circular letter, giving the salient facts, was sent to the Medical Officers of Health for the districts to which those members of the crew who were on leave had proceeded.

No further cases occurred.

The s.s. "Samaria" arrived on 14th July, 1947, and was boarded in the river by the Senior Assistant Port Medical Officer. The ship's Surgeon reported one case of Typhoid Fever among the Service passengers.

Date of onset—25th June, 1947.

The case was removed to Fazakerley Hospital.

SUSPECTED TYPHOID FEVER.

The s.s. "Cilicia" arrived in the Mersey on 4th November, 1947, from Bombay. The ship's surgeon reported that a member of the crew was landed to hospital at Aden on 19th October, 1947. The diagnosis of typhoid fever had not been confirmed when the vessel arrived.

PLAGUE.

No case of human plague occurred in the Port during the year, and no plague-infected rats were discovered, either in ships or on the dock quays. Two suspected rats proved, on examination, to be negative.

BACILLARY DYSENTERY.

The s.s. "Orduna" arrived at Liverpool on 12th November, 1947, from Port Said. The ship's surgeon reported that fifteen cases of Bacillary Dysentery had occurred during the voyage. Two cases had been landed at Malta, and two were removed to Chester Military Hospital on arrival; the remaining eleven cases had recovered.

Disinfection of bedding was carried out by the ship's military staff, and the ship's hospital was disinfected by the staff of the Liverpool Port Health Authority.

The m.v. "Cheshire" arrived at Liverpool on 24th November, 1947, and three military passengers suffering from Bacillary Dysentery were removed to Fazakerley Hospital. The ship's surgeon reported that 60 cases had occurred among military passengers during the voyage but these had all recovered on arrival at Liverpool.

AMOEBIC DYSENTERY.

The s.s. "Empress of Scotland" arrived at Liverpool on 16th December, 1947, from Bombay. One military passenger was removed to Chester Military Hospital suffering from Amoebic Dysentery.

ANTERIOR POLIOMYELITIS.

On 25th May, 1947, a privately-chartered aeroplane arrived at Speke Airport from the Isle of Man carrying a case of anterior poliomyelitis. The aeroplane was met on arrival by the Senior Assistant Port Medical Officer, and the patient, a member of the crew of the s.s. "Empress of Scotland," was conveyed to Fazakerley Hospital by ambulance.

The aeroplane was disinfected by an Inspector of the Port Health Authority before proceeding to London Airport.

The s.s. "Samaria" arrived on 4th July, 1947, from Bombay. The ship's Surgeon reported that three cases of infantile paralysis had been landed abroad during the voyage, of whom one had died, another recovered, and the result of the third case was unknown. The names and addresses of destination of the passengers with families under 21 years of age were obtained, and the local Medical Officers of Health informed of the circumstances.

The s.s. "Empress of Scotland" arrived in the Mersey on 6th October, 1947. One Service case (Royal Air Force) of anterior poliomyelitis was removed to Fazakerley Hospital.

The s.s. "Lancashire" arrived in the Mersey from Colombo on 3rd November, 1947. A radio officer, aged 18 years, was removed to Fazakerley Hospital suffering from infantile paralysis.

ANTHRAX.

One case, a dock Labourer, ex s.s. "Malayan Prince," was admitted to Fazakerley Hospital on 21st January, 1947. He had been engaged in the unloading of bales of hides.

SMALLPOX.

No case of smallpox was landed at Liverpool during the year.

SUSPECTED SMALLPOX.

The s.s. "City of Dunkirk" arrived in the Mersey on 28th March, 1947. The Master reported that a lascar cassab, a member of the crew, had recently suffered from Smallpox. From information obtained aboard the vessel it appeared that the case had been one of Chickenpox.

CHOLERA OUTBREAK IN EGYPT.

During the latter part of the year a severe outbreak of Cholera occurred in Egypt, and, as many Liverpool ships call at Egyptian ports, the Port Health Inspectors were given instructions on 2nd October to make special enquiries concerning any sickness during the voyage which may have been Cholera in vessels which had called at Egyptian ports.

On 3rd October a circular letter was sent to all local shipping companies and shipping agents as follows:—

"Owing to the severe outbreak of Cholera in Egypt all drinking water tanks, and ballast tanks, with water taken in at any Egyptian port, are to be chlorinated, then emptied and cleaned, and, when refilled, the water again to be chlorinated."

This was followed by a further circular letter on 16th October:—

"Further to my letter of October 3rd, the following additional precautions are to be taken: All fish, shell-fish, milk and green vegetables taken in at Egyptian ports and still in store on arrival at Liverpool are to be destroyed."

Between 3rd and 12th October, chlorination was carried out in 32 vessels; only one vessel was found to have taken green vegetables in Egypt, and these were destroyed.

During the same period five consignments of bales of old clothes and cotton rags were imported through the port, and the various Medical Officers concerned were informed.

No cases of Cholera, or Suspected Cholera, occurred in Liverpool-bound vessels.

HYGIENE OF CREW SPACES.

During the year careful attention has been paid to the inspection of crew spaces by the Port Health Inspectors, particularly with regard to lighting, ventilation, and heating, structural defects, dampness, rat harbourage, cleanliness, and the presence of vermin.

It is very satisfactory to be able to report a steady improvement in the standard of accommodation in British ships: in several new vessels inspected during the year there was little that could be the subject of criticism. Some aspects of the improvements found in new British vessels include a great improvement in the general planning and lay-out; much better sanitary arrangements, and an adequate supply of hot and cold fresh water; the provision of shower baths, many with the latest modern appliances for controlling the temperature of the water; modern w.c.s with privacy for each one; both hot and cold fresh water laid on to wash hand basins; and provision for washing, ironing and drying clothes. Comfortably furnished recreation rooms for officers and men, away from the sleeping quarters; crew messrooms situated either near to the galley, or connected with it by a "dumb waiter"; and, in most cases, the crew pantry was fitted with a "hot press" to keep food warm.

A large number of the older ships were found to be infested with cockroaches. In such cases the Master's attention is drawn to the nuisance by leaving a memorandum aboard, and the owners, or agents, are also notified. Good co-operation has always been maintained between the officers of the Authority and the owners and agents; this has resulted in the speedy abatement of nuisances.

CERTIFICATES FOR THE CARRIAGE OF PILGRIMS.

Three vessels trading to the Far East were inspected and certified as complying with the requirements of the International Sanitary Convention of Paris, 1926, for the carriage of pilgrims.

FUMIGATION WITH LIQUID H.C.N.

An improved method of applying Liquid H.C.N. was submitted for the approval of the Port Health Authority.

The Liquid H.C.N. is stored in large cylinders, each containing 75 lbs., the liquid is decanted into smaller applicators to which are connected rubber pipes fitted with sprays. These pipes are run to the various parts of the ship, and the liquid cyanide is forced through the tubes by pressure with carbon dioxide.

After viewing the process, the following precautionary measures were decided:—

- (1) High pressures are not allowed.
- (2) Great care is to be taken to see that the gas is properly distributed.
- (3) Excessive lengths of piping are not allowed, and sprays must be reasonably close together.
- (4) Applicators to be weighed before and after use.

As each ship presents its own problems no hard and fast rule has been laid down for the distance between the sprays, but it is the duty of the Inspector to satisfy himself that there is an even distribution of gas, and that the proper amount is introduced.

M/L "MOYLES."

In March a wireless telephone was installed in the Port Health m.l. "Moyles." By this means the m.l. "Moyles," when under way, can speak direct to the Dock Board, the lightships, and the various dock entrances. The instrument is proving to be of great value.

PORT HEALTH HOSPITAL

During the year two cases of Chickenpox, one case of Rubella, one case of Leprosy, and one case of Suspected Leprosy were admitted to the Hospital.

PLAGUE.

No case of human plague was landed at Liverpool during the year, and no plague-infected rats were discovered either in ships or on shore.

MALARIA.

During the year, 101 new cases of malarial fever were notified, which were either landed in Liverpool or had recovered abroad, in 32 vessels.

The names and addresses of the patients, with particulars of the treatment given, together with the movements of the vessels, were forwarded to the Ministry of Health.

Infectious Diseases.

The number of cases of infectious disease *landed from vessels* arriving in the Port of Liverpool and those occurring in Liverpool bound ships which were disposed of *prior to the arrival of the* vessels at the port, are shown in the following tables:—

Cases of infectious sickness landed from vessels.

Diseases.	No. of Cases during 1947.		No. of Vessels concerned.	Average No. of cases in previous 5 yrs
	Passengers.	Crew.		
Plague	—	—	—	—
Cholera	—	—	—	—
Yellow Fever	—	—	—	—
Smallpox	—	—	—	1
Typhus Fever	—	—	—	1
Scarlet Fever	—	—	—	20
Enteric Fever	2	4	4	7
Diphtheria	2	7	9	18
Measles and German Measles	4	6	8	44
Chickenpox	7	8	13	31
Tuberculosis... ..	48	12	24	324
Pneumonia	3	5	8	23
Dysentery	11	3	10	18
Malaria	5	19	13	70
Mumps	4	1	5	40
Leprosy	1	1	2	1
Poliomyelitis	2	2	4	3
Cerebro Spinal Fever ...	—	1	1	2
	89	69	101	603

**Cases of infectious sickness occurring on vessels during the voyage
but disposed of prior to arrival.**

Diseases.	No. of cases during 1947.		No. of vessels concerned.	Average No. of cases in previous 5 yrs
	Passengers.	Crew.		
Plague	—	—	—	—
Cholera	—	—	—	—
Yellow Fever	—	—	—	—
Smallpox	—	1	1	6
Typhus Fever	—	—	—	1
Scarlet Fever	2	—	2	2
Enteric Fever	1	4	5	6
Diphtheria	—	4	3	3
Measles and German Measles	21	1	11	33
Chickenpox	13	3	10	13
Tuberculosis... ..	—	2	2	24
Pneumonia	—	3	3	9
Malaria	4	73	19	299
Mumps	5	2	6	6
Poliomyelitis	5	—	3	2
Dysentery	83	7	10	23
	134	100	75	427

There were 333 cases of venereal disease reported on board 142 vessels arriving in the port during the year. These were referred, where circumstances required, for treatment at the Seamen's Dispensary.

PSITTACOSIS.

The Parrots (Prohibition of Import) Regulations, 1930, are still in force, and during the year 1947 the number of orders issued was 15.

The Port Health Authority enforce the Regulations, Sections 4 and 5 which are as follows:—

Section 4. A person shall not import any *parrot into England or Wales whether for sale or otherwise:

Provided that nothing in these regulations shall be deemed to prohibit the importation of any parrot which is proved to the satisfaction of the Medical Officer of Health to be required for purposes of medical or veterinary research, or which is consigned to the Zoological Society of London or to a person for the time being specially authorised by the Minister of Health to import parrots otherwise than for sale.

Section 5. The master of every ship approaching any port shall, if he has reason to believe that a parrot is on board, bring these regulations to the notice of the person having the custody or control of the parrot, and shall immediately on the arrival of the ship notify the proper officer of Customs and Excise accordingly.

* "Parrot" means a bird of the order Psittaciformes, and includes any of the birds commonly called parrots, parrakeets, lovebirds, macaws, cockatoos, conures, caiques, lories and lorikeets.

DANGEROUS DRUGS.

During the year 18 certificates authorising the purchase of scheduled dangerous drugs were issued under the Dangerous Drugs (No. 3 Regulation), 1923, amending the Dangerous Drugs Regulations, 1921, regulation 15, of which is as follows:—

“If a foreign ship in any port in Great Britain requires to obtain a supply of any of the drugs in order to complete the necessary equipment of the ship, the Master of the ship is authorised to purchase and be in possession of such quantity of any of the drugs as may be certified by the Medical Officer of Health of the Port where the ship is (or in his absence by the Assistant Medical Officer of Health of the Port) to be necessary for the purpose, the quantity not to exceed what is required for the use of the ship until it reaches its home port. The certificate given by the Medical Officer or Assistant Medical Officer of Health of the Port shall be marked by the supplier with the date of the supply and shall be retained by him and kept for inspection.”

MEASURES AGAINST RODENTS.

The measures taken against rodents have been continued during the year on the same lines as were described in the Annual Report for 1938.

INTERNATIONAL SANITARY CONVENTION OF PARIS, 1926.

ARTICLE 28.

During the year, 153 fumigations were carried out for the purpose of obtaining deratisation certificates, and in addition 432 vessels were granted deratisation exemption certificates, making a total of 585 examinations under Article 28.

Measures of Rat Destruction on Plague-“Infected” or “Suspected” Vessels or on vessels from Plague-Infected Ports during the year 1947.

Total Vessels Arriving	No. Fumigated with SO ₂	No. of Rats Killed	No. Fumigated with HCN	No. of Rats Killed	No. Fumigated with both HCN &SO ₂	No. of Rats Killed	No. of such vessels on which Trapping was employed	No. of Rats Killed	No. of such vessels on which measures of Rat Destruction were not carried out
777*	4	15 rats 41 mice	84	983 rats 6.5 mice	Nil	Nil	547	467 rats 22 mice	123

* Including 101 vessels bound for Manchester.

Deratisation Certificates and Deratisation Exemption Certificates issued during the year 1947.

Net Tonnage	No. of Ships	Number of Deratisation Certificates issued after Fumigation with			After Trapping, Poisoning, etc.	TOTAL	No. of Deratisation Exemption Certificates issued	Total Certificates issued
		H.C.N.	Sulphur	H.C.N. and Sulphur				
Up to 300 Tons ...	7	2	—	—	—	2	5	7
From 301 to 1,000 Tons ...	44	2	—	—	—	2	42	44
From 1,001 to 3,000 Tons ...	95	24	3	1	—	28	67	95
From 3,001 to 10,000 Tons ...	424	106	6	—	—	112	312	424
Over 10,000 Tons ...	15	9	—	—	—	9	6	15
TOTALS ...	585	143	9	1	—	153	432	585

Number and species of rats caught, in the City and Port of Liverpool during the year 1947.

1947	Warehouses		Sewers		Other Places		Total		Ships		Quays		Other Sources		Total	
	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown	Black	Brown
January ...	165	245	—	607	3	67	168	919	105	—	53	43	8	16	166	62
February ...	185	318	—	391	2	87	187	796	260	—	36	24	2	6	298	30
March ...	113	335	—	413	16	91	129	839	344	—	54	17	6	1	404	18
April ...	180	157	—	478	7	70	187	705	147	1	48	31	10	10	205	42
May ...	353	239	—	614	9	100	362	953	202	—	54	26	12	5	268	31
June ...	346	335	—	638	6	75	352	1,048	325	—	59	21	18	2	402	23
July ...	187	203	—	692	3	112	190	1,007	125	1	63	24	12	3	200	28
August ...	225	239	—	477	10	52	235	768	268	—	52	35	28	4	348	39
September ...	184	219	—	781	5	98	189	1,098	245	2	70	6	28	13	343	21
October ...	194	453	—	628	1	86	195	1,167	208	2	120	20	49	21	377	43
November ...	175	285	—	957	—	105	175	1,347	187	—	119	16	58	15	364	31
December ...	393	249	—	786	11	88	404	1,123	202	—	85	7	28	6	315	13
TOTAL ...	2,700	3,277	—	7,462	73	1,031	2,773	11,770	2,618	6	813	273	259	102	3,690	381

Number and Species of Rats examined or destroyed in the City and Port of Liverpool during the year 1947.

1947.		Examined (City).		Destroyed (City).		Examined (Port).		Destroyed (Port).		Total Caught
		Black.	Brown.	Black.	Brown.	Black.	Brown.	Black.	Brown.	City and Port.
										Black and Brown.
January	...	13	86	155	833	100	60	66	2	1,315
February	...	17	57	170	739	92	30	206	—	1,311
March	...	7	58	122	781	118	16	286	2	1,390
April	...	8	53	179	652	119	41	86	1	1,139
May	...	13	60	349	893	115	29	153	2	1,614
June	...	7	44	345	1,004	115	23	287	—	1,825
July	...	1	71	189	936	108	27	92	1	1,425
August	...	7	31	228	737	124	35	224	4	1,390
September	...	7	64	182	1,034	137	21	206	—	1,651
October	...	21	75	174	1,092	231	36	146	7	1,782
November	...	28	155	147	1,192	188	31	176	—	1,917
December	...	29	63	375	1,060	148	13	167	—	1,855
TOTAL	...	158	817	2,615	10,953	1,595	362	2,095	19	18,614

Rats destroyed during 1947.

(1) In vessels :—

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Black	105	260	344	147	202	325	125	268	245	208	187	202	2,618
Brown	—	—	—	1	—	—	1	—	2	2	—	—	6
Species not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats examined ...	43	54	60	64	51	47	37	55	42	66	37	51	607
Rats found infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

(2) In Docks, Quays, Wharves and Warehouses :—

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Black	61	38	60	58	66	77	75	80	98	169	177	113	1,072
Brown	62	30	18	41	31	23	27	39	19	41	31	13	375
Species not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats examined ...	117	68	74	96	93	91	98	104	116	201	182	110	1,350
Rats found infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

Number of Mice destroyed in vessels 161
 Do. do. do. on quays 171
 Do. do. examined from vessels and quays 191

The combined returns of all rats and mice caught and destroyed by shipping firms employing their own rat-catchers, by rat catching companies, and by the Public Health Authority, during the year 1947, are as follows:—

					Rats	Mice	Rats	Mice
PORT—								
In vessels	...	...	...	...	3,858	161		
On quays	...	...	...	...	1,447	171		
							5,305	332
CITY—								
In warehouses	...	...	...	...	5,977	1,649		
In sewers and from other sources	...			...	8,566	2,472		
							14,543	4,121
						TOTAL ...	19,848	4,453

Number of Visits to Vessels by Rat Catchers	...	...	...	5,240
Do. do. do. Rat Searchers...	...	...	...	3,625
Do. do. Quays, Sheds, etc. , by Inspectors	...			2,518
Do. do. do. do. Rat Searchers	...			2,205
Do. do. do. do. Rat Catchers	...			11,931

Inspection of Shipping.

Year 1947.

Nationality							Visits	Re-visits	Total
British	...	...	...	...	...	...	2,964	1,086	4,050
American	...	...	...	...	...	...	183	26	209
Norwegian	...	...	...	...	...	...	102	12	114
Swedish	...	...	...	...	...	...	82	3	85
Greek	...	...	...	...	...	...	23	14	37
Danish	...	...	...	...	...	...	30	3	33
Panama	...	...	...	...	...	...	18	15	33
Dutch	...	...	...	...	...	...	28	—	28
Spanish	...	...	...	...	...	...	14	3	17
Russian	...	...	...	...	...	...	16	—	16
Egyptian	...	...	...	...	...	...	4	8	12
Finnish	...	...	...	...	...	...	10	2	12
German	...	...	...	...	...	...	10	2	12
Italian	...	...	...	...	...	...	7	1	8
Argentine	...	...	...	...	...	...	5	—	5
Polish	...	...	...	...	...	...	4	—	4
Yugo-Slavian	...	...	...	...	...	...	2	1	3
Belgian	...	...	...	...	...	...	2	—	2
Total							3,504	1,176	4,680

Summary of Insanitary Conditions during the year 1947.

Class of Vessels	Number Inspected	Number on which Nuisances were found	Per cent.
SAILING FOREIGN—			
Steamers	2,578	502	19·47
Motor	689	86	12·48
Sailing	1	—	—
Total	3,268	588	17·99
SAILING COASTWISE—			
Steamers	151	24	15·90
Motor	83	4	4·82
Sailing	2	1	50·00
Total	236	29	12·29

Nationality	Number Inspected.	Number on which Nuisances were found
British	2,965	582
Foreign	539	35
Total	3,504	617

Nuisances found on Vessels.

Defects of Original Construction (a)	Per cent. of Total Defects	Structural Defects through wear and tear (b)	Per cent. of Total Defects	Dirt, and other conditions prejudicial to health (c)	Per cent. of Total Defects
6	0·12	396	7·75	4,709	92·13

Canal Boats.

The port health inspectors have been appointed inspectors under the Canal Boats Acts, 1877 and 1884. An inspector devotes one day each week to the inspection of canal boats plying in the river or docks, and during the year 197 boats were inspected, of which 48 were found to have some condition contravening the regulations.

MEDICAL INSPECTION OF ALIENS.

The following table gives the total number of aliens arriving in the Port of Liverpool during 1947, and the number of each of the categories under which alien passengers are classified by the Immigration Department of the Home Office :—

Total aliens	Transmigrants	Residents returning	In transit
6,891	Nil	65	1,309
Visitors of 6 months or less		Diplomats and persons on Foreign Govt. Missions	Seamen
On holiday, tourist, &c.	On Business		
1,109	213	93	114
Seamen under Contract to join ships in British Waters		Ministry of Labour Permits	Other Aliens
333		61	3,594

Total number of vessels carrying Alien passengers ...	1,692
Number of Vessels dealt with by the Medical Inspector ...	128
Number of Aircraft dealt with by the Medical Inspector	2

The following Table shows the number and Nationalities of the Vessels on which Defects were detected during the year 1947.

face page 24

NATIONALITY	Number of Ships	Dirty Forecastles	Verninous Quarters	Dirty Wash-houses, Store-rooms, etc.	Foul Water Casks and Tanks	Foul Bilges	Foul W.C.'s	Accumulations of offensive refuse	Gear stowed in Crew's Quarters	Damp Quarters	Water lodging on top of Forepeak Tank	Leaky Decks overhead	Defective Stoves	Defective Bulkheads	Defective Ports and Sky-lights	Defective Ventilators	Defective Flooring Boards	Defective Hatches and Lockers	Defective Chain Pipes	Defective Hawse Pipes	Defective W.C. Fittings	Defective Soil Pipes	Defective Waste Pipes	Inadequate Ventilation	Inadequate Lighting	Inadequate Drainage	Bare Iron not sheathed	W.C.'s deficient in Ventilation and situation bad	Total number of Defects	Total Remedied
British... ..	582	1442	2959	41	4	2	52	33	—	47	—	126	22	2	102	7	2	—	—	16	58	10	29	1	2	3	—	—	4960	4426
Norwegian ...	11	—	33	3	—	—	—	1	—	—	—	1	—	—	8	—	—	—	—	—	—	—	1	—	—	—	—	—	47	34
Panama ...	7	3	28	—	—	—	3	4	—	—	—	—	—	—	2	—	1	—	—	—	—	—	—	—	—	—	—	—	41	41
American ...	5	—	—	—	—	—	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	5
Greek ...	5	—	19	—	—	—	5	1	—	1	—	2	—	—	4	—	—	—	—	—	2	—	—	—	—	—	—	—	34	33
Spanish ...	2	—	3	1	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
Egyptian ...	1	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6	6
Finnish ...	1	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Italian... ..	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	2
Polish ...	1	—	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8
Swedish ...	1	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	1
Totals ...	617	1447	3057	45	4	2	62	44	—	48	—	130	22	2	116	7	3	—	—	16	60	10	30	1	2	3	—	—	5111	4563

Medical Inspection of Aliens. Year 1947.

	TOTAL.	Number Inspected by the Medical Inspector.	Number subjected to detailed examina- tion by the Medical Inspector.	CERTIFICATES ISSUED					
				Lunatic Idiot or M.D.	Undesirable for medical reasons.	Physically incapaci- tated.	Suffering from acute infectious disease.	Landing necessary for adequate medical examina- tion.	Transmi- grants.
(a) Total number of Aliens landing at the Port ...	6,891	3,288	109	1	—	—	—	—	—
(b) Aliens refused permission to land by Immigration Officer	107	—	—	—	—	—	—	—	—
(c) Transmigrants ...	—	—	—	—	—	—	—	—	—
Total Aliens arriving at the Port ...	6,998	3,288	109	1	—	—	—	—	—

FOOD IMPORTATIONS.

Throughout the year 1947 the inspection of foodstuffs has been carried out in accordance with the Imported Food Regulations. The Food Inspectors have been very extensively engaged in the various cold stores, supervising the reconditioning of damaged frozen meats, and, in consequence, much has been salvaged which would, in normal times, have been considered by meat traders to be an uneconomical proposition.

The war-time methods of packing to save shipping space were still continued; boneless meat moulded *en bloc*, for example, was received from the Argentine.

In some instances frozen meat examined at the quayside was normal in appearance, but when cut into by an electric saw or partially defrosted, was found to be decomposed internally. The whole consignment had then to be defrosted and examined. These conditions were found in two shipments of ox tongue roots in blocks of 110 lbs., and a shipment of boneless rabbit meat from Australia.

Boneless mutton and lamb from the Argentine for manufacturing purposes required careful examination after defrosting. The meat was generally of poor quality, roughly boned out, and much searching was needed to find the glands. Thirty per cent. scrap meat was found in one consignment.

A quantity of food, originally packed for H.M. Forces overseas, arrived in the Port during the year, much of it in bad condition owing to long and unsuitable storage. One consignment from Australia of pigs' and lambs' livers, which had been stored in Ceylon, was found to be decomposed.

In the early part of the year, an unusual problem arose. Complaints were received from retail butchers that some of their beef, imported through Liverpool, had a most unpleasant odour. The beef was from boneless quarters landed in November, 1946, and passed as fit at the examination on the quayside. Some of the consignment, still in the cold store, was re-examined following the complaints. There were no visible defects found, but on cutting deeply into the meat, a pronounced odour of acetylene was obtained. Neither the City Analyst nor the City

Bacteriologist were able to find any cause for this condition, but a representative of the packers, who flew over from Canada, provided the explanation. The taint was caused by the cattle feeding on "stinkweed"—*Thlaspe-Arvense* L. It was found impossible to remove this taint and one hundred and two quarters were condemned as unfit for human consumption.

Five consignments of mutton and lamb carcasses were received from the Argentine without any protective covering. The packers had been unable to procure it and the need had been so great, the Ministry of Food had agreed to accept the meat without coverings. Special precautions were taken during the unloading. All dirty carcasses were taken to the cold store for trimming. The Master Porters and Stevedores were notified of their obligation to wear clean headgear and clothing.

Shipments of canned food arrived, for the first time since the war, from the U.S.S.R., and frozen liquid egg arrived from China.

ONCHOCERCIASIS—WORM NODULES.

A number of shipments from Australia of boneless briskets received during the year, were found to be affected—thirty-five per cent. in some cases.

CASEOUS LYMPHADENITIS.

Some consignments from North America were up to eight per cent. affected. The s.s. "Tweed" brought 18,315 carcasses, which were 3·8 per cent. affected; the s.s. "Princesa" 26,067 carcasses with 3·7 per cent. affected; the s.s. "Marquesa" brought 16,231 wethers that were 5·5 per cent. affected, and 11,567 ewes 3·1 per cent. affected as far as examination has shown up to date.

OESOPHAGOSTOMA COLUMBIANUM—PIMPLY GUT.

On 7th November, 1947, the s.s. "Priam" brought consignments from Australia of salted beef intestines. Ten casks were found to be 100 per cent. affected and ten casks 71 per cent. affected. The affected guts were used for industrial purposes only.

Many damaged cargoes were received during the year. In the s.s. "Fort Mattagani" from U.S. America, on 13th May, 167 boxes of lard and 8,735 crates of processed cheese were damaged by sea-water.

Samples of the lard were found to be contaminated, on examination by the City Bacteriologist, and were sent for industrial use. Samples of cheese sent for bacteriological examination, showed that the cartons in which they were packed were contaminated, but the cheese itself had been protected by cellophane wrapping. The cheese was, therefore, allowed to be used, provided its unpacking was under the supervision of the local Medical Officer of Health.

The s.s. "Ripplingham Grange" from Australia, 27th January, brought 37,256 carcasses of mutton and 648 quarters of beef. These were fuel oil tainted but were successfully deodorised at the cold stores. 31,845 boxes of butter, also fuel oil tainted, were reconditioned under supervision of the local Medical Officers of Health.

The s.s. "Empire Raven" from Brazil, 22nd July, was found to have frozen meats in one hold tainted by decomposing meat in a lower hold. These were successfully deodorised. 354 packages of various meats partly decomposing were sent to cold stores for full examination. 467 packages of badly decomposed meat were sent for industrial purposes.

The s.s. "Vasconia" from U.S. America, 5th August, had an outbreak of fire while loading frozen meat at New York. 385 packages were disposed of immediately for industrial purposes. The remainder required deodorising and reconditioning.

In the s.s. "Atlantic Coast" from Cardiff, 18th March, 290 boxes of cooking fat were found to be damaged by red lead. They were allowed to be used for industrial purposes.

The s.s. "Port Melbourne" from Canada, 27th November, was found on fire when the hatches were opened. The fire was localised to one hold. 876 cases of shell eggs, damaged by fire, smoke and water, were sent for destruction. The remainder received a thorough examination. 19,000 bags of flour were also damaged, and were disposed of for animal feeding and industrial purposes.

Among other consignments requiring special attention were 41 crates of dehydrated onion powder brought by the s.s. "Star of El Nil," on 1st November, from Alexandria. A sample, sent to the City Analyst, revealed excessive quantities of lead, copper, and zinc. The powder was, therefore, considered unfit for human consumption.

The s.s. "Teviot" from Guatemala, 7th November, landed 277 packages of beef offal which had no recognised official certificate. The offal was in good condition, and was released after thorough examination, with the approval of the Ministry of Health.

The s.s. "Californian Express," 27th November, had 1,951 stems of bananas, for transshipment to Eire, which were found to be decomposed. Only 84 stems were found fit for consumption.

Two shipments of Egyptian onions arrived in July in a decomposing state. A large proportion were destroyed under supervision.

UN SOUND SUGAR AND INEDIBLE ANIMAL FATS.

1,086 tons 5 cwts. 3 qtrs. 0 lbs. of unsound sugar (loose-collected, sweepings, etc.) was dealt with during the year, and suitably disposed of to local Refiners for reconditioning.

25,859 packages of inedible animal fats were dealt with during the year, and suitably disposed of for industrial purposes.

Table showing the quantity and description of unsound meats utilised under supervision* during the year 1947:—

DESCRIPTION.	TOTAL WEIGHT	CAUSE OF DESTRUCTION							
		Tuberculous.				Brine stained, mouldy and decomposed.			
		Tons	cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.
Beef	86 2 3 21	—	—	—	—	80	15	2	20
Mutton	28 5 0 4	—	—	—	—	13	5	1	8
Pork	2 1 3 20	—	—	—	—	2	1	3	20
Veal	— 9 0 12	—	—	—	—	—	9	0	12
Total	116 19 0 1	—	—	—	—	96	12	0	4
		—	—	—	—	20	6	3	25

*These were destroyed or allowed to go for industrial purposes to the staisfaction of the Medical Officer.

Table showing the total quantities of the different unsound foodstuffs utilised under supervision during the year 1947 :—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal	116	19	0	1
Offal (Beef, Mutton, etc.)	42	17	3	20
Canned Goods	140	11	3	14
Fruit and Vegetables	3,588	18	3	20
Cereals	1,101	15	1	2
General (Fish, Poultry, Rabbits, etc.) ...	55	17	—	18
TOTAL	5,047	0	0	19

The following tables give the particulars of samples sent to the City Analyst and City Bacteriologist for examination during the year 1947 :—

CITY ANALYST.

Rice	1
Fatty Alcohol	1
Dehydrated Onion Powder ...	1
„ Kibbled Onion ...	1
„ Sliced Onion ...	1

5

CITY BACTERIOLOGIST.

Boneless Beef	1
Pressed Beef	4
Pressed Beef and Veal	1
Canned Stewed Steak	1
Canned Steak and Kidney Pudding	2
Canned Meat Roll	1
Canned Meat Soup	1
Canned Meat Soup and Vegetable	1
Meat Paste	1
Brawn	2
Wiltshire Roll	1
Dried Figs	3
Cheese	2
Lard	1
Drinking Water	14
Ice Water	1
Ice	1
Blood	11
Faeces	21
Urine	2
Cardboard Carton	1

73

In addition, 316 samples of goat hair, buffalo hair, black drawn bristle hair and wool were submitted for examination.

The Port Health Authority is also engaged in the issue of certificates of disinfection for foreign governments and other purposes in connection with the exportation of hides, wool, jute sacks and cloth, tailors' cuttings, rags, second-hand bags and clothing, bales of cotton, etc.

The department also endorses under the United States, Canadian and other regulations, certificates regarding wholesomeness of food articles, and the sanitary condition of the premises in which the articles are produced or stored, comprising poultry, game, cheese, bacon, hams, potatoes, preserved fish, pickled beef, tongues, sausage skins, lime juice, etc.

The work attached to preparing and recording these certificates is considerable, and takes up a large amount of time of the department.

I desire to express my appreciation of the valuable assistance received from H.M. Collector of Customs and staff, the Mersey Docks and Harbour Board and their officers, and the various shipping companies who have co-operated with the Port Health Authority in the maintenance of Public Health and the prevention of disease in the port. The Consular Bodies have at all times given courteous assistance.

W. M. FRAZER,
Medical Officer of Health,
Liverpool Port Health Authority.